

business hours (9 a.m.–5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

The waiver petition is as follows:

**Little Kanawha River Rail (LKRR)**

*FRA Waiver Petition Docket No. RSEQ-95-4*

The LKRR seeks a waiver of compliance with Title 49, Code of Federal Regulations (49 CFR), Part 240, "Qualifications for Locomotive Engineers." LKRR is a rural railroad operating over approximately 2.8 miles of track near the Little Kanawha River in Wood County, West Virginia. LKRR operates using a 1200 HP locomotive, No. 1205. LKRR employs 3 part time employees, has a maximum speed of 10 MPH and a 5 MPH restriction over crossings and bridges. The LKRR operates approximately 16 hours per week handling coke into Marietta Industrial Enterprises and scrap metal from Ames Corporation.

LKRR handles about 55 cars per month. LKRR has 4 crossings at grade on its property and interchanges with the CSXT near the end of its line. LKRR states that granting this waiver will not have a negative impact on safety.

Issued in Washington, D. C. on December 18, 1995.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation*

[FR Doc. 95-31116 Filed 12-20-95; 8:45 am]

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**Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 CFR Part 236**

Pursuant to Title 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of Title 49 CFR Part 236 as detailed below.

Block Signal Application BS-AP-No. 3370

*Applicant:* Portland and Western Railroad, Incorporated, Mr. A.W. Mogitych, President and General Manager, P.O. Box 942, Albany, Oregon 97321

The Portland and Western Railroad, Incorporated (PNWR) seeks approval of the proposed discontinuance and removal of the traffic control system, on the single main track and controlled siding, between Greton, milepost 757.0 and St. Marys, milepost 751.8, Oregon,

a distance of approximately 5 miles, and operate trains by track warrant control.

The reason given for the proposed changes is that of the 106 miles of main line track that PNWR operates, only 5 miles of trackage is controlled by CTC. The maintenance of the CTC imposes a unnecessary cost burden upon PNWR, and frequent and costly train delays are experienced because of difficulties in establishing communications with the SP dispatching personnel in Denver. PNWR is the only operating carrier within the CTC limits and the carrier's track warrant system utilized on 83.2 miles of other trackage, is adequate to safely handle PNWR traffic in lieu of CTC. Acquisition and installation of CTC controls to operate from PNWR's Albany, Oregon, dispatching office would be prohibitively expensive.

BS-AP-No. 3371

*Applicant:* Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer—Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-0001

The Union Pacific Railroad Company seeks approval of the proposed modification of the automatic block signal system, on the single main track, at North End of Travis, milepost 253.9, near San Antonio, Texas, Austin Subdivision; consisting of the discontinuance and removal of automatic block signal 2539-2 and absolute signal 2540-2, conversion of absolute signal 2545-2 to automatic operation, and relocation of automatic signal 2546-2.

The reason given for the proposed changes is that Travis siding is no longer used for the meeting and passing of trains.

BS-AP-No. 3372

*Applicant:* Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer—Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-0001

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the rail locks and associated power-operated switch machines, on the two main track Baring Cross Bridge, milepost 345.4, near North Little Rock, Arkansas, Little Rock Subdivision.

The reason given for the proposed changes is to modernize the operation of the Baring Cross Bridge.

BS-AP-No. 3373

*Applicant:* Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer—Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-0001

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Montana Junction, Idaho, milepost 136.7 and Idaho Falls, Idaho, milepost 189.4, Montana Subdivision, approximately 53 miles; consisting of the discontinuance and removal of 81 automatic block signals and conversion of signals 1382 and "BW Hold" to operative distant signals.

The reason given for the proposed changes is that traffic density does not warrant an automatic block signal system.

BS-AP-No. 3374

*Applicant:* Southern Pacific Lines, Mr. J. A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105

The Southern Pacific Lines seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the No. 2 main track, between Valley Blvd X-Overs, milepost B-485.5 and Taylor Junction B-482.8, California, Los Angeles Division, Basin Subdivision, West Line; consisting of the discontinuance and removal of automatic block signal 4846 and designation of the No. 2 main track to a yard track.

The reason given for the proposed changes is that due to minimum track usage, the automatic block signal system is no longer required.

BS-AP-No. 3375

*Applicant:* Southern Pacific Lines, Mr. J. A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105

The Southern Pacific Lines seeks approval of the proposed conversion of the manual interlocking system to a traffic control system, between Polk, milepost 131.8 and Elvas, milepost 92.1, California, Roseville Division, San Joaquin Subdivision.

The reason given for the proposed changes is to enhance safety by having the operator use the same operating rules as the dispatchers on joining territories.

BS-AP-No. 3376

*Applicant:* Southern Pacific Lines, Mr. J. A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105

The Southern Pacific Lines (SP) seeks approval of the proposed discontinuance and removal of the barricade detectors and installation of

Krail, in the SP Western Region, at the following dead end street locations:

*Roseville Division*

Brooklyn Subdivision, Valley Line,  
County Road Milepost C-737.8  
Valley Subdivision, East Valley Line,  
Road Milepost C-183.0  
Roseville Subdivision, No.1 Track,  
Forest Street Milepost A-124.7  
Martinez Subdivision, Sacramento Line,  
Road Milepost A-9.4  
Coast Subdivision, Coast Line, Road  
Milepost E-79.7  
San Joaquin Subdivision, Fresno Line,  
Road Milepost B-109.5  
San Joaquin Subdivision, Fresno Line,  
Road Milepost B-204.6  
San Joaquin Subdivision, Sacramento  
Line, Road Milepost A-99.9

*Los Angeles Division*

Salinas Subdivision, Coast Line, Harris  
Road Milepost E-121.8  
Santa Barbara Subdivision, Coast Line,  
Road Milepost E-403.2  
Santa Barbara Subdivision, Coast Line,  
Road Milepost E-422.6

*West Colton Division*

Mojave Subdivision, Bakersfield Line,  
Road Milepost B-384.6  
Mojave Subdivision, Bakersfield Line,  
Road Milepost B-400.0  
Mojave Subdivision, Bakersfield Line,  
Road Milepost B-402.0  
Yuma Subdivision, East Line, Road  
Milepost B-574.3  
Gila Subdivision, Phoenix Line, Road  
Milepost R-922.8

*El Paso Division*

Carrizozo Subdivision, Tucumcari Line,  
Road Milepost B-1298.2  
Carrizozo Subdivision, Tucumcari Line,  
Road Milepost B-1300.2  
Carrizozo Subdivision, Tucumcari Line,  
Road Milepost B-1300.4

The reason given for the proposed changes is that due to the crossings being closed for a number of years, the barricade detectors are no longer required, and will eliminate unnecessary train delays associated with vandalism.

BS-AP-No. 3377

*Applicant:* National Railroad Passenger Corporation, Ms. Alison Conway-Smith, Vice President/Chief Engineer, 30th and Market Streets, Philadelphia, Pennsylvania 19104

The National Railroad Passenger Corporation (Amtrak) and the Massachusetts Bay Transportation Authority (MBTA) jointly seek approval of the proposed modification of the traffic control system, between Hill Interlocking, milepost 219.1 and South

Bay Interlocking, milepost 227.0 near Boston, Massachusetts, Dorchester Branch, New England Division; associated with the installation of a new "Park Interlocking" near milepost 224.0, the discontinuance and removal of the intermediate wayside signals on the No. 1 and No. 2 main tracks between South Bay and Dana Interlocking in favor of operating by cab signals alone, and the installation of NORAC Rule 280(a) signals at South Bay, Park, and Dana interlockings.

The reason given for the proposed changes is that the existing wayside signals are at the end of their useful life span and will require replacement within the next four years. The Dorchester Branch is an extremely high crime and vandalism area, and the elimination of the wayside signals would increase the reliability of the signal system, increase the safety of maintenance personnel, and maintain the safety of railroad traffic.

BS-AP-No. 3378

*Applicant:* Burlington Northern Santa Fe Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 1900 Continental Plaza, 777 Main Street, Fort Worth, Texas 76102-5304

The Burlington Northern Santa Fe Railroad Company seeks approval of the proposed discontinuance and removal of the traffic control system, on the single main track, between Appleton, Minnesota, milepost 578.93 and Summit, South Dakota, milepost 633.2, Willmar Division, 12th Subdivision, a distance of approximately 54.3 miles; including conversion of Big Stone Control Point, milepost 602.2 to automatic switches, conversion of the remaining power-operated switches to hand operation, removal of all associated signals, and operate train movements by Track Warrant Control. The proposed changes also include the installation of an operative approach signal near milepost 579.5 and installation of a proximity warning system on all locomotives between Appleton, Minnesota and Terry, Montana.

The reasons given for the proposed changes are that reduced traffic patterns do not justify high cost to maintain an aging signal system; a late October snow storm broke miles of pole line, cross arms, and poles which to replace in kind is estimated at \$110,000; large amounts of capital dollars will be required to replace pole line with electronic coded track circuits in the near future; and full radio coverage is reported.

BS-AP-No. 3379

*Applicant:* Burlington Northern Santa Fe Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 1900 Continental Plaza, Fort Worth, Texas 76102-5304

The Burlington Northern Santa Fe Railroad Company seeks approval of the proposed discontinuance and removal of the traffic control and automatic block signal systems, on the single main track, between Summit, South Dakota, milepost 633.2 and Terry, Montana, milepost 1078.9, Willmar and Yellowstone Divisions, Appleton, Mobridge, and Hettinger Subdivisions, a distance of approximately 445.7 miles; including conversion of West End of Aberdeen Control Point, near milepost 709.1 to automatic switches, conversion of the remaining power-operated switches to hand operation, removal of all associated signals, and operate train movements by Track Warrant Control. The proposed changes also include the installation of a proximity warning system on all locomotives between Appleton, Minnesota and Terry, Montana.

The reasons given for the proposed changes are that reduced traffic patterns do not justify high cost to maintain an aging signal system; large amounts of capital dollars will be required to replace pole line with electronic coded track circuits in the near future; and full radio coverage will be provided.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, SW., Washington, D.C. 20590 within 45 calendar days of the date of issuance of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on December 18, 1995.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*  
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